COMMUNICATION

FROM THE

PRESIDENT OF THE ANNAPOLIS AND ELK-RIDGE RAIL ROAD COMPANY,

IN OBEDIENCE

TO AN ORDER OF THE SENATE.

ANNAPOLIS:
WILLIAM M'NEIR, PRINTER.

1841.

Office of the Annapolis and Elk-Ridge Rail Road Company,
January 28th, 1841.

SIR:

I have the honor to acknowledge the receipt of a copy of an order passed by the Senate on the 26th inst. requiring the President and Directors of this company to report to the Senate the amount of tolls received since the introduction of cars on the said rail road, what number of passengers have travelled on said rail road, and what price has been charged by said company from this to Baltimore, and why they charge six per cent. more for passengers from Baltimore to Annapolis than they do from Annapolis to Baltimore, and also what have been the expenses of the company for conducting the said road.

The order has been submitted to the Board, and I am directed to report that the connexion between the road of this company and the Washington Branch of the Baltimore and Ohio rail road, not being completed, and the rates of charges for transportation not being yet fixed, the company has not yet commenced the regular transportation of commodities to and from Baltimore. A very small amount of tolls has been as yet received or earned—the company merely undertaking to transport from the junction to Annapolis, such articles as may be brought there by the trains from Baltimore, for the special accommodation of the owners. The burthen train of the company has been engaged in transporting to Annapolis, cord-wood, deposited along the line of the road. The amount of freights earned for this transportation, since the opening of the road, has been inconsiderable. In consequence of the unfinished state of the road, with reference to its switches and sidelings, the company have been able to bring down a quantity of wood for less than would have been transported under other circumstances.

That the road was opened for travel on the 26th day of December, 1840; since which date, there have been

389	passengers	from Baltimore to Annapolis.
62	"	from Washington to Annapolis.
432	"	from Annapolis to Baltimore.
40	"	from Annapolis to Washington.
26	"	from Annapolis to the junction.

949 passengers entered on the way-bills from 20th December, 1840, to 26th January, 1841.

In addition to the above passengers, a large number have also travelled, whose names were not entered upon the way-bills. The amount received for such passengers, between the above dates, is $345 52. The number of passengers from whom this sum was received, is estimated, for passengers travelling through the whole distance, at 300, and about 100 for way-passengers. Making the average number of passengers, per day, 43.

The rates of travelling were fixed by a resolution of the Board, at $2 00 for the whole distance from Baltimore to Annapolis; and $2 50 for the whole distance between Washington and Annapolis; and 6¼ cents per mile for any less distance. The Baltimore and Ohio rail road company, by a temporary arrangement between it and this company, is entitled to $1 37½ for all passengers between Washington and Annapolis, and $1 12½ for all passengers to and from Annapolis and Baltimore. Soon after the opening of the road, it was discovered that the conductors on the Washington road were in the habit of receiving from passengers, to and from the junction and the city of Baltimore, $1 00. The price for transportation to way-passengers, on our road, being $1 25, orders were given to the conductor to charge one dollar to all travellers from Annapolis to Baltimore, and from Baltimore to Annapolis, who had not provided themselves with tickets; thus enabling them to travel the whole distance for $2 00, the sum fixed by the regulations of the two companies. We have lately understood that the Baltimore and Ohio rail road company have increased their charge for transportation from $1 00 to $1 12½. By this alteration in the charges of the Baltimore and Ohio rail road company for transportation of way-passengers, persons who have not provided themselves with tickets, are made to pay $2 12½ for the whole distance between Baltimore and Annapolis. There is no difference in the charges to travellers between Annapolis and Baltimore and Baltimore and Annapolis.

The arrangement already alluded to between the two companies, is temporary; and we indulge the reasonable hope that the justice of the Board of Directors of the Baltimore and Ohio rail road company will induce them, on further consideration, to divide the fare for transportation between the two cities equally, so as to render to this company, for transportation over 20 miles of its road, the same sum which they exact for transportation over less than 18 miles of the Baltimore and Washington road. This can be done by reducing the fare over the latter road to the price which was usually paid for transportation over the same prior to the opening of the road of this company. As the improvements of the company are yet incomplete, their daily expenses are at this moment greater than will be necessary after the road shall have been placed in complete order; and it is therefore impracticable to separate the charges which are necessary for the conducting of the company's trains, from those which are incurred for purposes of con-

struction and improvement. The engineer of the company, in a report lately made, estimates the daily expenses of running a passenger train in the morning and evening, at $15 00. If to this be added, for other contingent expenses, including all permanent salaries, a like sum of $15 00, we shall have for the regular expenses of the company, an aggregate of $30 00 per day.

I have the honor to be,

Very respectfully,

SOMERVILLE PINKNEY,

President.